

**Saint Paul Planning Commission
City Hall Conference Center
15 Kellogg Boulevard West**

Minutes December 3, 2010

A meeting of the Planning Commission of the City of Saint Paul was held Friday, December 3, 2010. 8:30 a.m. in the Conference Center of City Hall.

Commissioners Present: Mmes. Donnelly-Cohen, Halverson, Merrigan, Porter, Thao, Wang, Wencil, Young; and Messrs. Alton, Commers, Connolly, Fernandez, Gelgelu, Kramer, Nelson, Schertler, Spaulding, Ward, and Wickiser.

Commissioners Absent: None.

Also Present: Donna Drummond, Planning Director; Lucy Thompson, Allan Torstenson, Christina Morrison, Sarah Zorn, Jessica Rosenfeld, Emily Goodman, and Sonja Butler, Department of Planning and Economic Development staff.

I. Approval of minutes November 19, 2010.

Chair Donnelly-Cohen announced that the minutes are not available at this time considering the holiday and the length of that meeting. However they will be ready for approval at the December 17, 2010 meeting.

II. Chair's Announcements

Chair Donnelly-Cohen had no announcements.

III. Planning Director's Announcements

Donna Drummond reported that the City Council received a Central Corridor parking policy report at its November 24th meeting. The report includes preliminary recommendations for managing parking along the corridor. The Council referred the report to the Planning Commission for review and recommendation. This will be handled by the Transportation Committee.

IV. Zoning Committee

SITE PLAN REVIEW – List of current applications. (*Tom Beach, 651/266-9086*)

Two items will come before the staff Site Plan Review Committee on December 7, 2010. They are: Highland Medical Clinic a 17,000 sq. ft. new building with underground parking at 678 Snelling Avenue South; and First Hmong Assembly of God a 2,514 sq. ft. addition and new parking at 1630 Geranium Avenue East.

NEW BUSINESS

#10-919-835 Ramsey County Regional Rail Authority – Conditional Use Permit for two elevator pits and one escalator pit constructed below the regulatory flood protection elevation. 210 Kellogg Blvd. East. (Josh Williams, 651/266-6659)

MOTION: Commissioner Kramer moved the Zoning Committee's recommendation to approve the conditional use permit. The motion carried unanimously on a voice vote.

Commissioner Kramer announced the item on the agenda for the next Zoning Committee meeting on Tuesday, December 9, 2010.

V. PUBLIC HEARING:

Chair Donnelly-Cohen announced that the Saint Paul Planning Commission was holding a public hearing on the Central Corridor/Traditional Neighborhood Zoning Study: Property Rezoning. Notice of the public hearing was published in the Saint Paul Pioneer Press on November 10th, November 17th, and November 24, 2010, and was sent to the citywide Early Notification System list and other interested parties.

Donna Drummond, Planning Director, said that the Planning Commission has heard a number of presentations about this study. She briefly highlighted the key recommendations. She noted that the Planning Commission held a public hearing on November 19th on the proposed zoning code regulation changes that are going to be proposed as part of this package. Today's public hearing is on proposed property rezonings.

Chair Donnelly-Cohen read the rules of procedure for the public hearing.

The following people spoke.

1. Ms. Lorrie Louder is Director of Business and Intergovernmental Affairs at the Saint Paul Port Authority, owners of 620 Pelham Boulevard. The Port is a strong supporter of the Central Corridor project and the higher density development that is planned. However they urge the Planning Commission to change the boundary between the industrial zoning and TN zoning to bring it back to include just one block on either side of University Avenue. Ms. Louder shows a video that focused on the area just west of the Rock Tenn industrial facility and the Port's property at 620 Pelham Boulevard. The purpose of the video was to show the industrial nature of this area. The Rock Tenn plant manager has told Port staff that a buffer zone with compatible uses between their plant and development to the west is absolutely critical for them. The paper recycling plant is the largest recycling plant in the state of Minnesota. Ms. Louder showed the 620 Pelham site as the developer has proposed, which would provide about 150 jobs well paying industrial jobs. Also, looking south on Pelham the Port believes Pelham would be wide enough for a bike way. It is currently a truck route and it could accommodate both; however the details would have to be analyzed. It fits in and actually improves the value of that industrial area.
2. Mr. Robert Carpenter is the Assistant General Manager at Rock Tenn. He requested that the current zoning of I2 remain in effect for all their property. The Rock Tenn business

provides employment for close to 500 people. These are all well paying jobs. It is important to the long term future of this facility to have the flexibility to meet the needs of their business. Changes to the zoning will have the potential of a negative impact on their ability to do so. They do believe that the light rail project will have a positive impact on the city of Saint Paul. Mr. Carpenter submitted written comments.

3. Mr. Greg Bistran represents the Wilder Foundation. Three parcels of land that Wilder owns is part of the proposed rezoning. Two of the parcels are proposed for rezoning from B3 to TN4 and the third parcel is proposed for rezoning from B3 to TN3. Wilder would like the two adjacent parcels be rezoned TN4 because it is likely these two parcels will be developed or sold together in the future. Wilder respectfully requests that these two parcels be treated the same for zoning purposes. A letter with their comments was submitted and received.
4. Mr. Al Constantino is President at Elsa's House of Sleep. It is currently zoned B3 and keeping it B3 would not affect facilitating the light rail project. In fact, it is an asset to the citizens of Saint Paul. The B3 zoning is very valuable in many ways. For example, as collateral for a loan on the property, the zoning is beneficial because it is commercial. If they were to redevelop the property there are a multitude of things that can be done. Under the proposed zoning many businesses would be illegal and be at the mercy of future government decisions. Another concern is curb cuts. Curb cuts work to facilitate transit, safety and pedestrian traffic. This would keep more cars on University Avenue and off of Sherburne and the alleys. Also the City has not addressed the snow removal issue with the alleys, which hinders progress. Mr. Constantino submitted written comments.
5. Mr. George Younes is owner of Williams Uniform Store located on University Avenue. He requested that more uses be added to the Traditional Neighborhood zoning. He wants to see some of the auto uses currently prohibited be allowed because they are needed. His customers, neighbors and friends all have cars and will have cars even after light rail becomes available. Every now and again those cars will need service or repairs. This will be true in those TN districts that do not have light rail. There is a choking of what is expected from the light rail from the corridor. It is almost as if the City wants complete self sufficiency within the 11 mile stretch. But in order for that area to thrive people need access to the corridor outside of the stretch of the light rail tracks and this cannot be done by not allowing parking or not allowing more automobile friendly uses. Auto service/repair shops should be allowed with appropriate conditions. Written comments were also submitted.

Commissioner Connolly had a question not specifically for the speaker. He asked when was the trolley car system first developed and when it was removed.

Donna Drummond, Planning Director, said that the street car lines were taken out in the 1950's along University Avenue.

6. Mr. Peter Latuff represents Latuff Brothers Auto Body at 880 University Avenue. The TN zoning proposed for the area and their property will make it difficult for them to continue operating over the long term unless it allows for some greater flexibility in uses. They request their property continue to be zoned B3, because they have been operating

successfully under B3 classification and they are confident that they can continue to meet the changing needs in that manner. If the zoning is changed to TN they ask that the following uses be included in TN3 - auto repair stations and auto specialty stores. If auto specialty stores and auto repair stations were added to the TN zoning they would be able to evolve their business and perhaps someday be a conforming conditional use. He submitted written comments.

Commissioner Fernandez asked where Mr. Lattuff's customers enter the property currently.

Mr. Latuff said that his customers park on University Avenue, and he also has a very small parking area outside the front door.

Commissioner Fernandez asked if he sees a way he can reconfigure the parking if cars are to pull into the alley way.

Mr. Latuff said currently that parts delivery, UPS and other deliveries are received at the rear entrance through the alley.

7. Mr. Neil Polstein represents Industrial Equities. They have a proposal to purchase the property at 620 Pelham. He urged the Commission to limit the scope so that it does not adversely affect their property. The property contained two unattractive buildings about 60-70 years old totaling about 3,000 square feet. These have been demolished so the property can be redeveloped. The type of building they want to build is similar to many other projects they have built in other locations. However, they cannot build this building with the current overlay district requirements. They have not closed on the purchase, but they have spent thousands of dollars in designing the new project. If the new zoning will not allow they will build it, they will have no choice but to walk away and leave the land as it is.

Commissioner Wickiser asked how long is a building like this is typically in use.

Mr. Polstein said they have been in business for 20 years and a building like this would be in use probably 40-50 years.

Commissioner Wickiser's interest in how long the building would be in use is that the City has a 30-year plan for the Central Corridor and that helps him put things into context.

Commissioner Merrigan wanted to clarify that if his plans are already in the submittal and permit process then they would be reviewed under the existing zoning.

Mr. Polstein said that he understands they are subject to the interim ordinance.

8. Mr. Tom Bydalek is the project manager for the 620 Pelham site. He would like to address specific zoning regulations where their proposed project is not compliant. The current overlay district requires a minimum floor area ratio of 1.0. This is difficult to achieve on the site. The minimum two-story requirement is not practical for an industrial

building. Industrial uses on a second level are not marketable. In regards to parking they request that the current requirements be maintained.

9. Mr. Marvin Liszt is the attorney for Rihm Kenworth. Mr. Kenworth has the franchise business at University and Cleveland. The business is primarily sales and service of large trucks. The proposal would change what is now I1 and I2 zoning to IR, which would prohibit sales of trucks and it would make this facility a nonconforming use. A truck dealer franchise must adhere to the requirements of its franchise agreement and the ongoing requirements of its franchisor. Minnesota law allows the owner of a nonconforming use to repair, replace, restore, maintain, and improve that use but does not allow for expansion. Two issues are raised for Rihm in regard to this. First, there is no guarantee that Minnesota law will continue to afford these rights to owners of nonconforming uses. Should the law change, Rihm would be in the position of not being able to adequately maintain its facility. Secondly, under existing law Rihm will not be able to expand its use which will eventually be a death knell to its business. A change in zoning could jeopardize Rihm's relationship with its franchisor and could put Rihm in breach of its franchise agreement. Though that may not be the City's intent it could be the impact of the proposed rezoning of the Rihm properties.

In addition Rihm is not located within a ¼ mile of a LRT station and similar properties across the street and just east of Rihm's property would maintain I1 status. Staff is encouraged to take a closer look at this dichotomy. Written comment from Marvin Liszt was submitted.

10. Mr. John Glasgow represents Glasgow Automotive at 740 University Avenue. They have been on University Avenue since 1946 and are the third generation in the auto industry. He thinks the City needs to integrate automotive repair into the plans. Most everyone in the neighborhood has a car and will need to have it fixed at sometime somewhere. So he is asking the Planning Commission to consider addressing this issue.

Commissioner Alton asked if his business is currently zoned B2 and if so, is it proposed to change to TN2.

Mr. Glasgow answered yes to both questions.

11. Mr. John Slade is the Ramsey County organizer for Metropolitan Interface Council on Affordable Housing (MICAHA). He said there are two policies that underly his testimony. Both of these are intended to reduce the negative impacts of gentrification, which will happen along this line. These policies are the 50/50 Plan and Save Our Homes. The City expects that the University Avenue light rail will spur new housing development along the corridor. They feel that within a specific zone that the city should adopt a goal that 50 percent of all new housing built along the corridor should be affordable. As the current comprehensive plan language targets certain income levels so does the 50/50 plan. The goals of the 50/50 plan are that 50 percent of new construction along the Central Corridor be affordable. Rental housing and ownership housing should be affordable.

The Save Our Homes campaign will protect current homeowners and renters from property tax and rent increases driven by light rail. Regarding new zoning categories

there is a need to have a density bonus for affordable housing in all high-density zones. This would give an additional 10 percent to 20 percent of allowable density for projects that either were fully affordable or include a significant percentage of affordable. The density bonus and any other tools used to increase affordable housing should include income targets as low as 20 percent of area median income. The neighborhoods surrounding the light rail are statistically poorer than the overall city.

Regarding the new zoning map, there needs to be a University Avenue Fiscal Impact overlay zone, based on the light rail project. This zone should include areas a half mile from the rail line, excluding downtown. One-quarter mile from station areas is not enough. The zoning map cuts off areas that will definitely feel the economic impact of the light rail. A fiscal impact overlay zone is also the area that should be considered for a renewed central corridor zoning overlay. It is a mistake to let this tool expire.

Commissioner Ward said there were a large number of people who spoke about affordability and affordable housing and the fear of gentrification along the corridor. During Mr. Slade's testimony he mentioned that there should be a good plan to look at the change in zoning from what it is currently to the denser transit oriented development or design. How do you propose that affordable housing be required? Developers have budgets, guidelines which they need to stay within. How is all of this done within these budgets? It is good to talk about it, but until you have put together the project, and the numbers and what maximum size you are going to construct within the zoning requirements, and deal with the bank and investors needs, in reality it is very, very difficult. These are guidelines and restrictions you want the Planning Commission to put on developers. If no developer wants to build in Saint Paul because it is very, very restrictive or impossible then nobody wins.

Mr. Slade said the reality of people living in Saint Paul is that their median incomes are lower than the metro area. The people who live in the poorest neighborhoods need this. We need to look at what resources are available and the needs and what we are trying to do is build from that need and create affordability. The political reality is bad right now and a lot of people like the City of Saint Paul are moving forward and taking goals and saying yes that is one of our goals and yes we are going to look seriously at that. But Mr. Slade does not think it is going to happen. It is much easier in a city like this where people's eyes are open than in the suburbs where people have this idea they can just move away from all of these problems. Secondly, whether developers come to Saint Paul has to do with when we have light rail. There won't be places in Burnsville that are a half-mile or quarter-mile away from light rail. The land that is here now will still attract development. They feel the market will improve in a few years and it could expand to the kind of market that was seen in 2006.

Commissioner Connolly noted he is also the Housing Director at Lutheran Social Services said that he does not agree with the 50/50 plan. In his experience people with an income of 20 percent of AMI, which is about a \$10,000 annual income, have a lot of other issues to deal with. He suggested Mr. Slade try to lobby the state legislature for more money to build affordable housing, rather than trying to get it done through an inclusionary zoning ordinance.

12. Mr. Larry Peterson represents the University Avenue Business Association and

they support the Midway Chamber's recommendations. His office is located in the area where there is a lot of warehousing going on. It would be sad if the trucking industry were not allowed to have a service place or a sales place because there is no warehouse service for trucks. The University Avenue Business Association urges the Planning Commission to consider keeping the industrial areas. Regarding the auto service industry, they are valid services and do not label them as nonconforming. Making them conditional uses is a great idea.

13. Mr. Tait Danielson Castillo, Director of the District 7 Planning Council spoke at the November 19th public hearing and was asked a question from Commissioner Kramer which was specifically about parking around the station areas and he is now able to answer. They side with what the Saint Paul Port Authority has recommended that this plan should narrowly affect just the University Avenue area. Apply TN only to University Avenue and not go out ¼ mile from each station. Also, some of the station area plans (Western, Victoria and Hamline) have not even been through processing yet. TN zoning is moving too fast. Also, if you start to make secondary circular routes out of alley ways behind Sherburne and Aurora Avenues, that will directly affect the quality of life. This problem is being caused by loss of on-street parking because of the train. By instigating TN zoning it will only exacerbate the problem.

Commissioner Schertler said clearly there is an anxiety out there about an imposed change. An important principal is choice, flexibility and schedule. There is a tight schedule on this because of the expiration of the existing overlay. Is there a fear that something would happen without this ordinance that is contrary to community interest, or does the permanent imposition of this ordinance present a higher anxiety?

Mr. Danielson Castillo said the greater fear is change without thought. How would you help residents deal with the parking problems that are going to occur. There is no free parking, no park and ride, so how do you deal with people who want to park in the neighborhood and then ride the train. There is no answer in permit parking, which is a disaster. Not because it's horrible on paper but it is horrible in practice. There are permit parking zones all over the city and the City Council really does not want to put them in place. Look at the issues for the Como Park area. there litigating that now. That is just one small issue.

Commissioner Schertler said in this case where you are talking about a permanent imposition of a rezoning and there is some anxiety about people who have real estate investments on the line, we have to ask the question of the urgency of time here and how relevant it is, how important it is. It is controlled by the policy makers. If there is a fear of an investment occurring in this corridor that is completely contrary to the community quality of life and vision, they should precede as quickly as possible with an imperfect process. But if there is something that is going to occur in the community in a down real estate market that isn't highly in conflict it, then he does not see creating another anxiety of time on the community.

Commissioner Ward asked Mr. Danielson Castillo to send the Planning staff a draft of the other issues and comments that they have so staff/commissioners can take a look at some of those items in order to see what are the major priorities.

Mr. Danielson Castillo said that he had submitted written comments about specific concerns about the secondary circulation. What really concerns him is that this has been called a community process; we are going to create some zoning and we are going to push this thing through. That would be fine, you have a right to do that, politicians have a right to create change. But when you say there is a community process behind it, then you have to actually come up with some sort of proof that you have been talking to the community, rather than creating an insular process. What he means by insular, is if staff was so sure that this was a community process, then why on all the sign in sheets for every community meeting that has been held, the people's addresses are never asked for. It asks for name, email address and organization name. The organization column is more important than finding out whether the person lives near or around the Central Corridor area.

Commissioner Ward said that it may just have been an oversight by staff, but he cannot speak for staff. If going forward there was a form or sign-in sheet that asks, what is your address, what is your phone number and can we get back with you, would that placate some of your concerns?

Mr. Danielson Castillo said that is really the crux of his problem. We do not have the ability to go back and determine if this is someone who lives in Duluth and is an environmentalist who is interested in seeing light rail go through. Or whether this was someone who lived in Woodbury who wished they had a train to take them to Minneapolis. These folks are citizens of Minnesota and have a right to come and talk about Traditional Neighborhood Zoning, actually there has never been a discussion for Traditional Neighborhood Zoning either. There never been a community process around TN Zoning, but you has a community process around station area planning and strategic planning for the Central Corridor. That got translated by staff into zoning code. We have yet to have a process that actually brought residents together not to be told this is what the zoning code is going to be and how do you feel about it, but how do you feel about density, affordable housing, and types of businesses and where they should be, about how parking is affected in front of your home. Then translate that into the code itself. We have been asked to take code, translate it into something visionary and take a vision and translate it back in again. It is very difficult for any resident.

Commissioner Ward said he is sure that Mr. Danielson Castillo's comments are noted and staff is here. They are listening, the Planning Commissioners are all listening and they have a strong voice in order to help some of the changes be implemented. The City's goal and aim is to represent the citizens, represent the districts as well and make sure that there is a voice. Commissioner Ward said that he will do all that he can as far as listening and talking to those individuals in order to make some of those changes happen.

Mr. Danielson Castillo said that he will be happy to put something in writing especially about process.

Commissioner Alton said that he appreciates Mr. Danielson Castillo's comments and he respects his work as a community organizer, but he has to take this opportunity to tell him that the city staff worked extraordinarily hard at arranging meetings and getting public information out by establishing a resource center on University Avenue. Mr. Danielson Castillo is telling us that he refuses to gather information and refuses to

participate in the process. You have gone way beyond the bounds of making a comment about process; you have publically two times now, multiple times during this presentation today taken the opportunity to be much more personal and directly critical of staff. It's one thing to have some comments about process, but you have gone beyond the bounds of appropriate comments. Commissioner Alton also said that he has gone to an extraordinary number of meetings about the Central Corridor work over the past several years as a Planning Commission member. Members of the community were at some of those meetings and many of those meetings were poorly attended. They were all well publicized and Mr. Danielson Castillo was aware of them and should have worked to get his people to those meetings.

Mr. Danielson Castillo had no comment.

Commissioner Wickiser explained that he has been a commission member for only a year and is surprised by the comments he has heard. He wants to dig in and determine what happened here. Having been involved with the district councils and CDC organizations in Saint Paul, not showing up isn't an option. It's really hard for him to look at the position of District 7. Not showing up is not a tactic in order to advocate for the community. He welcomes off-line to talk with Mr. Danielson Castillo further about what happened here in the process.

Mr. Danielson Castillo said he does not think that he said he did not participate in the process. They asked City staff not to come and give them a power point presentation. He has been to hundreds of light rail meetings with both the Metropolitan Council and with the city staff on the station area planning process. He said that there was not an opportunity to formulate a community vision that could have been translated into a final product. Being told that this is what needs to happen and then being asked to agree is not a community process. It should be called a city process and if that would have just been said he wouldn't make such attacks, he would not make the city feel like he was attacking staff, he thinks the city staff is great. He has a problem with the process that was developed.

Commissioner Porter thinks that this is a conversation that should happen off-line and if there are those in the audience who wish to speak about their respective property we should allow them to do that.

14. Mr. Steve Ficker is a member of the Central Corridor Affordable Housing and Equitable Development Work Group and also a member of MICAHA (Metropolitan Interfaith Council on Affordable Housing) Ramsey Chapter, which is advocating for the 50/50 Plan. This plan would require a consistent standard of affordable housing development all along the Corridor, in both St. Paul and Minneapolis. Because Central Corridor light rail is publicly funded public transportation, there needs to be assurance that this project will serve the needs of those who are most dependent on public transportation. This most certainly would include Twin Cities residents with the lowest incomes. So there is a real need for a policy requiring substantial amounts of affordable housing along the Corridor. MICAHA believes that inclusionary zoning, with specific, consistent, monitored on site development requirements, are necessary to insure that poor people, who depend on public transportation, can live along and benefit from this publicly funded project. I would ask the city, please serve your community members most in need. Make a written

commitment. Make a real promise to the community, through specific meaningful requirements and oversight that guarantees that the most vulnerable do not get shortchanged. Make events like Rondo a historical norm of the past. Put this city on the map as one that, in the 21st Century, really cares about its low income community members. Mr. Ficker submitted written comments.

15. Mr. Greg Hecker is manager of the Unidale Mall property and he came today because he received a letter about the proposed zoning changes. Mr. Hecker has no idea how this would affect this property (Unidale Mall). He would like to know where he can go to find out how these zoning changes will affect this property. He does not understand what this all means.

Donna Drummond, Planning Director explained that the Unidale Mall property is already zoned Traditional Neighborhood (TN)2 and the proposal is to change it to TN3, which simply allows more building height and density if there is a redevelopment of the property. It should translate into an increase in property value because there is more development potential there. However, there is no requirement that the property change until the owner decides they want to sell it for redevelopment or redevelop it themselves. The difference between TN2 and TN3 is minimal; the minimum requirements are the same in both districts so if it was to be redeveloped, it could be developed at a higher building height.

16. Mr. Michael Haffner owns property at 1790 and 1800 University Avenue. The properties are currently zoned B3 and the proposal is to change them to TN3. The building at 1790 University is an auto repair facility and the tenant is a family business that has been there for over 30-years. They do not see themselves surviving with the construction of light rail so they are looking for another place to go. Mr. Haffner purchased this property partially because of the zoning. The property at 1800 University is a furniture store that will have its parking taken away because of the light rail. He really does not want to have his properties rezoned; it could only be a financial hardship.

Commissioner Fernandez said that the previous speaker, Mr. Hecker, came here today to get some questions answered. If we think that he is the only business owner that is completely in the dark then we are fooling ourselves. How many other businesses are out there like Mr. Hecker that have absolutely no clue. Commissioner Fernandez thinks that is what Mr. Danielson Costantillo was trying to flush out.

Commissioner Porter said to also remember that there are organizations out there like Metropolitan Council, U7 Business Resources Collaborative and other folks walking up and down the Avenue to educate the businesses.

Donna Drummond, Planning Director, said there have been three direct mailings to all to the property owners along the corridor that were being proposed for rezoning. In response to those, people have come to meetings and a lot of calls have come in to Sarah Zorn and Allan Torstenson with questions like this which were answered and resolved. So those people are not here today, because they are satisfied or had enough information or felt comfortable with what was being proposed. Staff has been interacting with a number of property owners about this.

Commission Fernandez said for the record he just wanted to make note of this.

Commissioner Merrigan commented that she is uncomfortable with some of these comments because in some ways it is human nature to not react to something until its right on your doorstep. If you're busy, running a business or have a family or wherever your life takes you, there has to have been a back corner awareness that something is going on in the Central Corridor for a number of years now. Until the day it comes to your door you say, now I need to move on it. But this is not to imply that an effort has not been made through various city groups, such as the business organizations working on Central Corridor that are going door-to-door with businesses and offering marketing plans, and business development plans, and advice on how to survive while the corridor is being built. All of that stuff was in place and at some point the Planning Commission, City staff or the City cannot take 100 percent responsibility for everybody being informed about every aspect of this. Commissioner Merrigan said a very creditable and honorable job has been done on the part of the city.

17. Jim Erickson represents QRS Plus, a trade association representing fast food restaurants. He and his clients appreciate staff and Ms. Drummond who took the time to listen to his questions. She checked with the city attorney on specific questions that he had and got back to him. Mr. Erickson said that he knows this is a difficult process and agrees that people come at the last minute but he really appreciates and thanks the Planning Commission and staff for the time that they have taken on this.

Commissioner Spaulding said that he has heard from numerous quarters how unusual and excellent the City's work on planning for the Central Corridor has been. The City has done a lot of work in terms of the over arching plan and the station area plans. It is all part of an increasing scale of specificity that narrows to zoning and preparing the community for zoning. And as a person who has and maintains connections with many of the people in the Central Corridor through the district councils, he does not hear the kind of unrest that should cause worry. He feels comfortable where the City is at.

MOTION: *Commissioner Commers moved to close the public hearing, leave the record open for written testimony until 4:30 p.m. on Monday, December 6, 2010, and to refer the matter back to the Comprehensive Planning Committee for review and recommendation. Commissioner Ward seconded the motion. The motion carried unanimously on a voice vote.*

VI. Comprehensive Planning Committee

Commissioner Commers announced the items on the agenda for the next Comprehensive Planning Committee meeting on Tuesday, December 14, 2010.

VII. Neighborhood Planning Committee

Commissioner Wencil announced the items on the agenda for the next Neighborhood Planning Committee meeting on Wednesday, December 8, 2010.

VIII. Transportation Committee

Commissioner Spaulding announced the items on the agenda for the next Transportation Committee meeting on Monday, December 6, 2010.

IX. Communications Committee

None.

X. Task Force Reports

Commissioner Commers and Commissioner Thao are organizing the Planning Commission Annual Holiday Party on January 13, 2011 at 5:00 p.m. with more details coming later.

Commissioner Spaulding reported on the Nominations Committee, saying they have identified several members but need to solidify a few loose ends. He will get back to the commission at the next meeting.

XI. Old Business

XII. New Business

XIII. Adjournment

Meeting adjourned at 10:44 a.m.

Recorded and prepared by
Sonja Butler, Planning Commission Secretary
Planning and Economic Development Department,
City of Saint Paul

Respectfully submitted,

Approved January 7, 2011
(Date)



Donna Drummond
Planning Director

Marilyn Porter
Secretary of the Planning Commission